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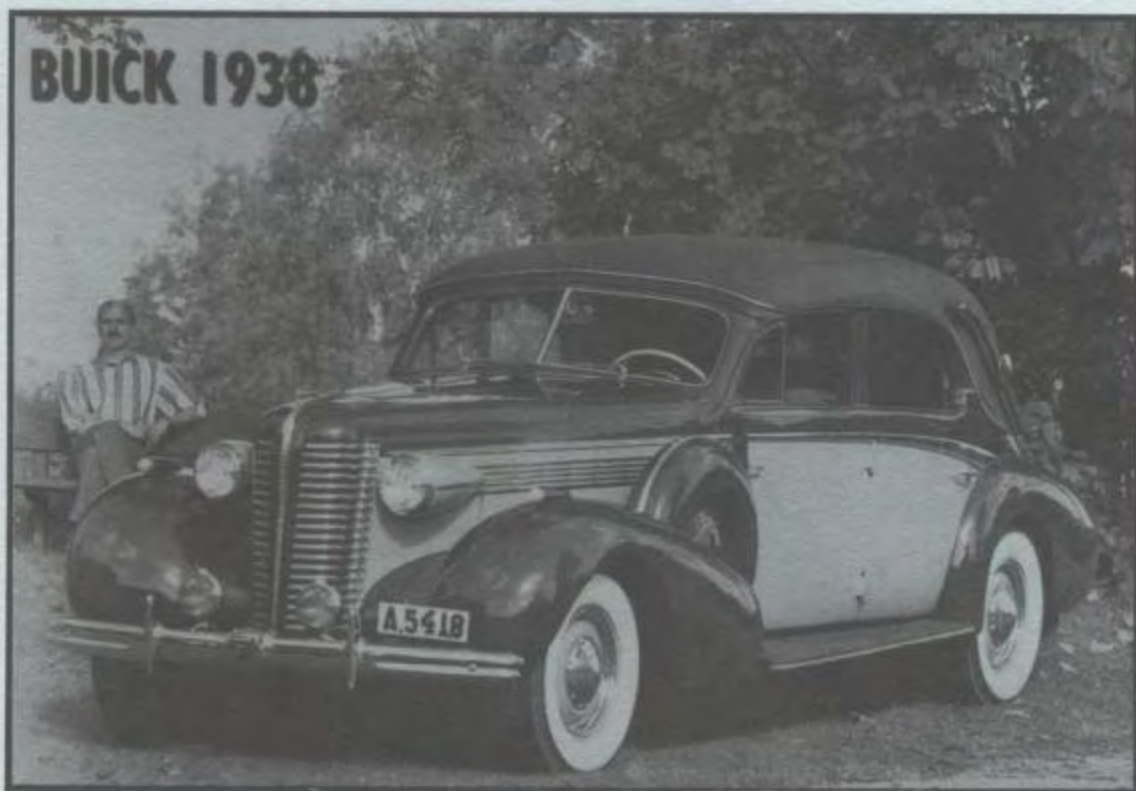
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TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XII • NUMBER 3 • JANUARY/FEBRUARY • 1994

BUICK
1937  1938

TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

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The 9th Cylinder

This issue is the third of our 1993-1994 publishing year. Our membership as of March 2nd is 446, down from 460 at the end of August. Our expenses run around \$2300 per issue. We have enough money to complete this publishing year (to September, 1994). I'll have to check again this summer to see if we will need to raise our subscription rate a little.

One member wrote to say he would not renew because he sent in a technical tip months ago and he did not get a reply to his letter nor was his tip printed. I had already put his tip in the last issue when I received his cancellation letter. I sent him a copy of his tip so he could see that it was indeed printed in the Nov./Dec. '93 issue.

Please, members, realize that I get phone calls, letters, renewals and update our membership computer data base almost daily. In addition to making trips to the bank, post office, taking photos, answering and making phone calls, visiting the Art Director (100 miles), writing articles and proofing the current issue, etc. Well, I think you get the idea. So please, do not be offended if I don't always answer your letter or put your story or photos

in the magazine right away. I do save everything that comes in and will use most of it in future issues.

Recently, I had a call from a restoration shop working on a 1937 Century Model 61 with sidemounts. The caller said the car would be used in the film "The Shadow" starring Alex Baldwin due out in the Spring.

I also had a phone call from a person trying to get some pre-war Buicks and other antique cars for a 10 day shoot in San Francisco in February. The old cars will be in a movie called "Murder in the First" starring Christian Slater.

Max Grant (#919) from Mentone, Victoria, Australia sent me a nice letter saying how much he enjoyed Wayne Chan's article on miniature Buicks in the July/August issue. Max also collects model cars and is looking forward to purchasing a Rex Toys 1938 Buick when they finally come out.

Max's love of 1938 Buicks started when his grandfather and grandmother would visit in their 1938 Century. When they arrived, he would just stand there transfixed looking at their beautiful, black masterpiece. Max now is the proud owner of a 1938 Buick Special.



FOUNDED IN 1980 BY DAVE LEWIS



One member suggested 3 hole punching the **Torque Tube** so they could be put in a binder. I think this is a good idea, but the printer says the cost would go up about \$500 per year (6 issues). With our present membership down from last year, I am reluctant to incur additional expense at this time. But I will keep it in mind. Local Copy Centers can, for cents, punch those holes.

Another member suggested we could save money by mailing the **Torque Tube** third instead of first class. Good idea but no cigar! First and Third class rates are identical up to 4 ounces, the **Torque Tube** weight. Only above 5 ounces does third class become less expensive than first class.

As about 10% of our members live in countries using the Metric System, I will give measurements in both Metric and British units where it makes sense. I think that most of our metric members understand British Units from owning and working on GM cars.

If any members want to purchase back issues of the **Torque Tube**, please contact me by phone or fax, it's the same number for both, at (415) 941-4587 for Volume XI (1992-1993), or contact **Bill Olson** (614) 436-7579

for Volume X (1991-1992) and **Paul Culp** (#508) (215) 249-3166 for earlier issues.

Congratulations to **Charles Van Koten** (#388) on the article about his 1930 Chevrolet Sport Roadster in the December, 1993 issue of "Special Interest Autos" magazine. Those members who visited the Van Koten home in Napa, Ca. on the '37-'38 Club tour after the 1991 Buick National Meet in Sacramento will remember this beautiful car.

Don Johnson (#960) has lived all his life in Flint, Michigan, Buick's hometown. Don phoned to say that the Buick factory photo we used for the centerfold in the last issue was taken around the corner from where he lives. He says Buick used to photograph their new cars in the nicest part of Flint around Parkside Drive. Our centerfold photo was of a 1937 convertible coupe with the Leonard Freeman house in the background. Freeman was the Flint ice cream man. The house is now owned by Mike Young, a local car dealer. Don presented the centerfold photo of a 1937 convertible with the Freeman house in the background to Mr. Young. He was thrilled, to say the least, to see what his house looked like 57 years ago!

(Continued on page 3)

TORQUE TUBE

The **TORQUE TUBE** is published bi-monthly for the enjoyment of the 1937-1938 Buick Club. Membership dues are \$30.00 per year US, \$31.00 (US) per year Canada; for overseas and multi-year rates please contact the editor. All memberships run from September 1 to August 31 of the next year. Dues are not prorated; however, persons joining during a membership year prior to June 1 receive all issues since the preceding annual starting date of September 1.

Please send all articles, ads subscriptions and inquires, etc. to:

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COVER CAR

1938 Buick Roadmaster with custom body by Gustaf Nordberg. **Mats Ahlin** (#786) of Lyköping, Sweden recently completed a seven year restoration. The dark color is called Flaschengrün, a pre W.W.II Mercedes dark green. The light color is called Lunar gray. Congratulations Mats, you have a very beautiful and unique automobile.

(Continued from page 2)

A couple issues back I did a comparison between a 1938 Cadillac and a Buick Century. I wondered what they would do in a quarter mile. Well, **Gary Stafford** (#588) knows as he ran his '38 Century Coupe in the quarter mile in the early 60's. He sent me a copy of his time trials slip. It shows his '38 Century did the quarter mile (402 meters) in 14.80 seconds and attained a speed of just over 93 mph (149 km/hr)!

Daniel Murtz (#835) suggests I restart the Question & Answer column. OK, send in your questions and I'll try to answer them. When I can't, I'll turn to our Technical Editor, **Don Micheletti** (#250) for help.

On Sunday, May 29, 1994 on the Stanford University campus, Buick will be the featured mark at the famous Palo Alto Concours d'Elegance. The Concours is about

a month early this year because some of the World Cup Soccer (football) matches will be held at Stanford Stadium at the end of June when the Palo Alto Concourse is normally held.

George Paddleford is the assistant to the Director of the Concourse. I spoke with him and he would like to get as many nice older Buicks to display as possible. Please contact him for entry forms if you are interested. His address is:

Palo Alto Concours d'Elegance
Attn: George Paddleford
885 N. San Antonio Road
Suite L
Los Altos, CA. 94022
(415) 948-1027



Don Johnson (#960) owns this beautiful Balmoral Green 1937 Century Convertible Coupe model 66C. Don has loaned it to the Buick Motor Division for display as part of their 90th year celebration. Congratulations Don.

1994 EASTERN MEET AND TOUR AUGUST 18-19-20

By Steve King (#776)

Nature's beauty and natural serenity describes the hills and southern charm enjoyed by both man and wildlife in Brown County, Indiana. The rough hewn structures, the handicrafts, the natural pleasures, the sense of community, even the hospitality toward visitors has a quality from out of the past.

Nashville, Indiana is nestled in the hills of Brown County with over 300 specialty shops, antique stores, art galleries and unique eateries. The town of Nashville is located just 50 miles south of Indianapolis, 18 miles west of Columbus, and 90 miles north of Louisville. Just take State Route 46 exit west off of I-65.

We plan to tour the hills and hollers on Friday and Saturday with possible stops at a stone quarry, Columbus architectural tour and a local winery. We will return to Nashville by early afternoon so that you have time to shop and sightsee on your own.

Steve and Pat King plan to arrive Thursday afternoon August 18. Make your reservations by August 1 so maps and literature can be sent to you. Make your room reservations directly with the Salt Creek Inn (812) 988-1149.

Please mention the 1937-1938 Buick Club to receive your discount.

1937-38 Buick Club Eastern Meet Registration

Name _____ Spouse _____

Address _____ Phone () _____

City _____ State _____ Zip _____

Tour Car-Year & Model _____

Fri. 8/19 Tour: # Attending _____ Meet registration Fee - \$8.00

Sat. 8/20 Tour: # Attending _____ Non refundable.

Sat. 8/20 *Dinner: # Attending _____ Make checks payable to:

Steve King (#776)

629 W. Main Street, Greenwood, In. 46142 Phone (317) 881-8303

**Dinner will be held at nearby restaurant.*

We will order from menu or have one set menu depending upon number attending.

Any excess after expenses will go to the '37-'38 Club.

HOST HOTEL

Salt Creek Inn, R.R. 2 Box 3, Nashville, Tn. 47448 Phone (812) 988-1149

Make reservations directly with the motel and mention the '37-'38 Buick Club to get these rates:

Thursday; 1 Queen Size Bed \$45 or 2 Double Beds \$50,

Friday & Saturday; 1 Queen Size Bed \$55 or 2 Double Beds \$65.

Rates are based on 2 persons per room. Add \$3 for each additional person over 16 years old.

Twenty rooms are being held until July 15, after which they will be released.

Taking Delivery of My New 1937 Century

By Don Huff (#261)

My '37 Buick Century with sidemounts was purchased from Hickey-Abele Motors in Woodland, California (near Sacramento) in November of 1936 with a factory delivery.

We took delivery of our car in Flint, Michigan on December 5, 1936.

Following 10 minutes of instructions, I put "her" in gear and drove out into the night on the highway towards Detroit and California. About 5 miles out of Flint, the engine gave a sputter and died. The factory instructions failed to tell me how little gasoline was in the tank. A half mile walk back to a service station where I got 5 gallons of gas and a ride back to my car. Then we were on the road again.

That was the last trouble I have ever had with my Buick, which was soon given the affectionate name of "Old Faithful". You can see she earned the title by looking at the odometer that shows 198,988 miles. Old Faithful has had many trips up and down California, that equal 500 miles each way and in later years, many trips to Lake Tahoe that equal over 500 miles round trip, hauling guests to and from Homewood Resort, plus baggage.

"Old Faithful" has had mechanical attention when needed and it's still a beautiful sound to throttle her down and hear that wonderful clickity-click engine sound. "Old Faithful" started out Samarra Beige, a popular Arizona desert color. Well, after a few jobs, one in Tucson, Arizona, I found that when dust settles, all colors will show the dust. So for two paint jobs, it was painted Royal Blue. Then for 6 or 7 paint jobs it was Black.

I was in the Tahoe Resort business and had a year round painter, so each spring, we cleaned up "Old Faithful" by painting her.

Finally the inside needed fixing up, so we located original upholstery and reupholstered and painted her in the original Samarra Beige and put on white wall tires. I prefer black wall tires, because I saved \$5 per tire or a total of \$30 when I took delivery of the car in Flint. Buick also

knocked off more than \$200 for taking factory delivery in Flint.

When we climbed in "Old Faithful" on December 5, 1936, I had a total of \$1,450.17 invested. Recently I paid over \$2,500 to reupholster and \$1,100 to repaint her. I am well satisfied with the

costs. The trouble is I am constantly being asked if the car is for sale. Not when you have grand children waiting do you sell an old car.

(Ed: Don was our oldest member and the only one who actually bought his Buick new. All our members will be saddened to learn he died at age 95 in November of 1993. In memory of Don, I reprinted his 1982 letter in Vol. I, No.4.

Don was a rancher and onetime owner of the Homewood Resort at Lake Tahoe, Ca. During the 1930's, Don raised championship hogs that were prized throughout the Western U.S. and shipped breeding stock to Hawaii and Australia.

Don is survived by Bernice, his wife of 73 years as well as a son and daughter. And as he said in his letter written 12 years ago, both his 1937 Century and 1947 Buick Woody wagon will go to his grandchildren. We can't think of a better legacy to leave to the generations to follow).



THE WELL TRAVELED BUICK

By Greg Marshall (#148) & Andy Diem (#852)



PHOTO BY GREG MARSHALL

The cover of the September/October Torque Tube featured a 1937 Buick Special woody wagon with one side-mount as seen at the Pebble Beach Concourse d'Elegance in August. In September **Greg Marshall** (#148) spotted it at a West Coast Woody Meet and took this photo.

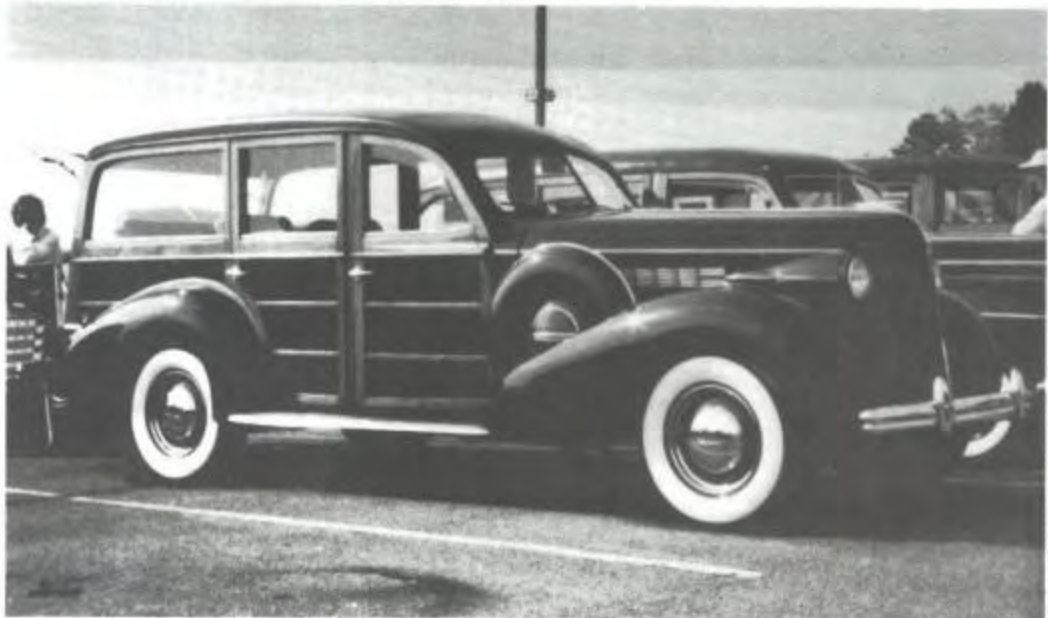


PHOTO BY ANDY DIEM

Then in October, **Andy Diem** (#852) saw it was for sale in the "car corral" at Hershey, PA. The car was offered for sale by Green Valentine, Inc. Classic Automobiles from Memphis, Tennessee. They were asking \$64,000 for the Buick and \$69,000 for a 1941 Packard Woody. Possibly one of our members can't live without this beauty and will bring it into the Club!

MEET TWO HOWARDS AND THEIR 1938 CENTURY SPORT COUPES!



Howard DeRusha (#689) and his car he affectionately calls "Mariah" were cruising down the highway when he spotted a couple of W.W.II bombers, a B-17 and a B-24. Here we see Howard's blue coupe with the B-24 in the background.



First in line is this beautiful beige 1938 Century Sport Coupe Model 66S owned by **Howard Vaillancourt** (#440) of Guilford, CT. This photo was taken at Hershey, PA. last October. Howard says he feels the car needs some more work although it was good enough to win a prestigious 1st Junior at a recent AACA meet.

MY HIGH SCHOOL GRADUATION PRESENT

By Mike Hart (#677)

When I graduated from High School in 1958, my parents gave me a \$50 graduation present. I used \$15 of it to go to a local amusement park. I used the remaining \$35 to purchase a gray 1938 Special Convertible Coupe Model 46C. (Ed: Oh! for the days when that was still possible, but then gas was 19¢ a gallon and a boy could make 75¢ an hour mowing lawns).

The car has been in Connecticut all its life. The first owner, Frank Anders of Kent, CT., bought the car for \$1210.00 in November, 1937. Part of the transaction in purchasing the new car was to receive a meager credit of \$125.00 for his 1929 Buick.

In 1961 I went to the local Ditzler paint store and bought enough Titan (the name of a painter, pronounced "Tish-an") Maroon to repaint the car. The optional wheel color is Dante Red. Those were the days when you could go down to the local junk yard and buy five Dante Red wheels with silver stripes in fairly good condition which is what I did.

When the car had 80,000 miles on it, I decided to do a valve job. I have extra heads, so to speed up the job I took my extra head and rebuilt it. Then I removed the original head and laid them next to each other on the bench. I couldn't believe how much smaller the combustion chamber was on the original head. That's when I learned I had a "police head" (see page 109 in the 1938 Shop Manual).

I had always wondered why my car always ran so much better than my other cars. Even today with 108,000 miles on it, I can drive 70 mph, up or downhill all day with no problems.

(Ed: Mike has owned over 25 1937 or 1938 Buicks. Four had less than 10,000 miles when he bought them. Eight had less than 30,000 miles. In the 1950's when they were purchased, they were just old cars. Mike's 38-46C was made in late 1937 and has the 1937 style rear window with the divider bar like Guy Bennett's 37-46C. See Guy's article in Vol. XI, No. 3 of the Torque Tube).



CAR INVOICE
CUSTOMERS
COPY

DANBURY BUICK COMPANY, Inc.

125 Main St

Phone Danbury 2700-2701

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DANBURY, CONN.

November 20

1937

SOLD TO Mr. Frank V. Anders,
Kent, Conn.

SALESMAN Jos. C. Carroll ADDRESS

MAKE	MODEL	NEW OR USED	SERIAL NO.	MOTOR NO.	KEY NO.	DESCRIPTION	AMOUNT
Buick	38-46C	N	13279442	8215		Conv. Coupe	1050 00
				43464390		Factory Equip. 5Whl.	32 50
						Heater Installed	22 00
						Tax	28 00
						NEW CAR FREIGHT AND HANDLING	77 50
						TIME PRICE DIFFERENTIAL AND INSURANCE	
						LICENSE	
						TOTAL SALE	1210 00
						SETTLEMENT	
						CASH ON DELIVERY	985 00
						PREVIOUS DEPOSIT	100 00
						USED CAR Buick 29-44	
						TYPE Our #529	125 00
						SERIAL NO.	
						MOTOR NO.	
						NOTES:-	
						TOTAL	1210 00

THIS SALES CONTRACT IS PROVIDED BY
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DANBURY BUICK CO. INC.

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Thank You

NOV 20 1937

DANBURY BUICK CO. INC.

Per

The Old

FAMILY ALBUM

Would you like to see one or two old photos featuring our Buicks in each issue? If so, please send me any photos you have and I'll re-photograph them and return them to you.

By Michael Vosganian (#447)

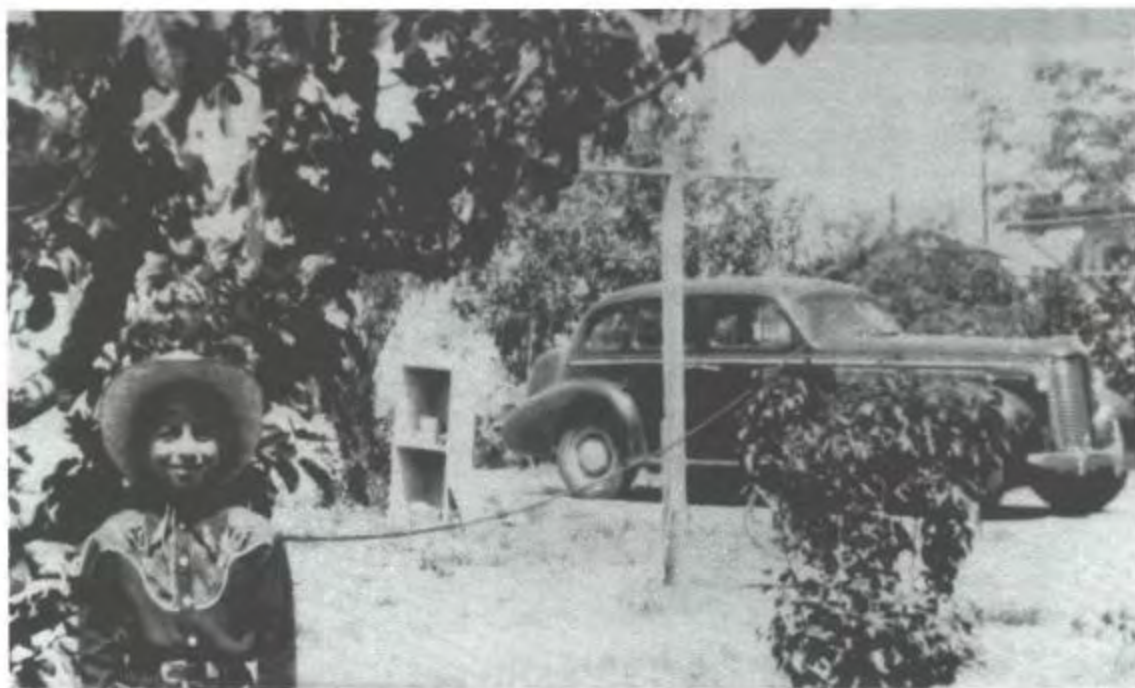


This photo of me and my father was taken in 1944 when I was one year old. My dad's car was a 1938 Special Model 41. The photo was taken in a park in Long Island, NY. One of the typical American traditions (or maybe it's worldwide tradition) Dad would take advantage of the cool shade and wax his car in the park, while I played. Dad drove us to

California in this car along Route 66 in 1950. Along with thousands of travelers that crossed the U.S.A. in earlier times, we made what is now an historical journey. (Ed-Route 66 no longer traverses the U.S. from Chicago to L.A. Much of it has been covered, rerouted or bypassed by other "freeways". But, if you look, you can still find parts of it).



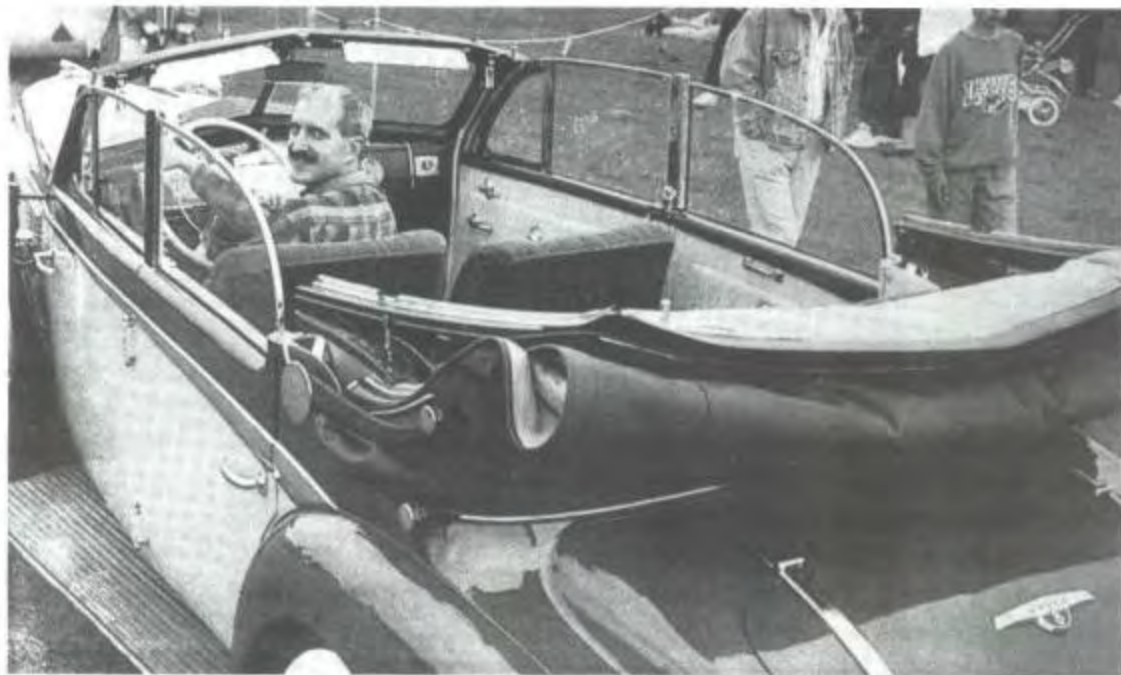
Three years later, dad built this redwood house. He used the car to haul building materials such as lumber and other supplies. The car is in the driveway, but as you can see the car had not been maintained to uphold the beauty it once enjoyed, so there's no further need to wax it. The grassy area in the foreground is now part of the Ventura Freeway in Tarzana, California.



Here is Mike the cowboy under a fig tree with the '38 in the background. The electrical cord in the background was used in the construction of Mike's house. (Ed - There was a time in early America when itinerant photographers roamed the countryside with a camera and tripod over their shoulders and a small pony in tow. They would persuade parents to have their child's photo taken on the pony in front of their home. They even provided cowboy hats to make the picture complete. It didn't take much back then to create some excitement in the neighborhood).

Restoration of a Swedish Bodied Buick

By Mats Ahrin, (#786), Nyköping, Sweden



The story of this car started in late summer of 1938. At that time managing director of a Swedish film company decided he needed a new car. But he didn't want any of those standard Caddys, Lincolns or Packards. So he went to the local GM dealer because he had heard they could offer him something different. The dealer told him that a custom-bodied car would have that difference he was looking for. Since 1933, this dealer offered twelve custom bodied Buicks each year to his customers who wanted something different.

So in 1937 he bought twelve Roadmaster chassis. He showed the director a picture of the car and how it would look when finished with a custom body by Swedish bodymaker Gustaf Nordberg. The director, "knowing what he liked when he saw it", liked it and a deal was made.

The car was delivered in February, 1939. It was used in a film that was finished before the war started in September, 1939. (Mats has seen his car in this film) Due to the war, the car was stored and in 1946, after a few years of dust were removed, the car was back on the road again.

The company used it in films as well as a private car for the director and his family. In early 1960, the company thought the car looked too old and parked it outdoors on their lot. (See story in the **Torque Tube** Volume IX No. 5 when Mats was in the middle of the restoration).

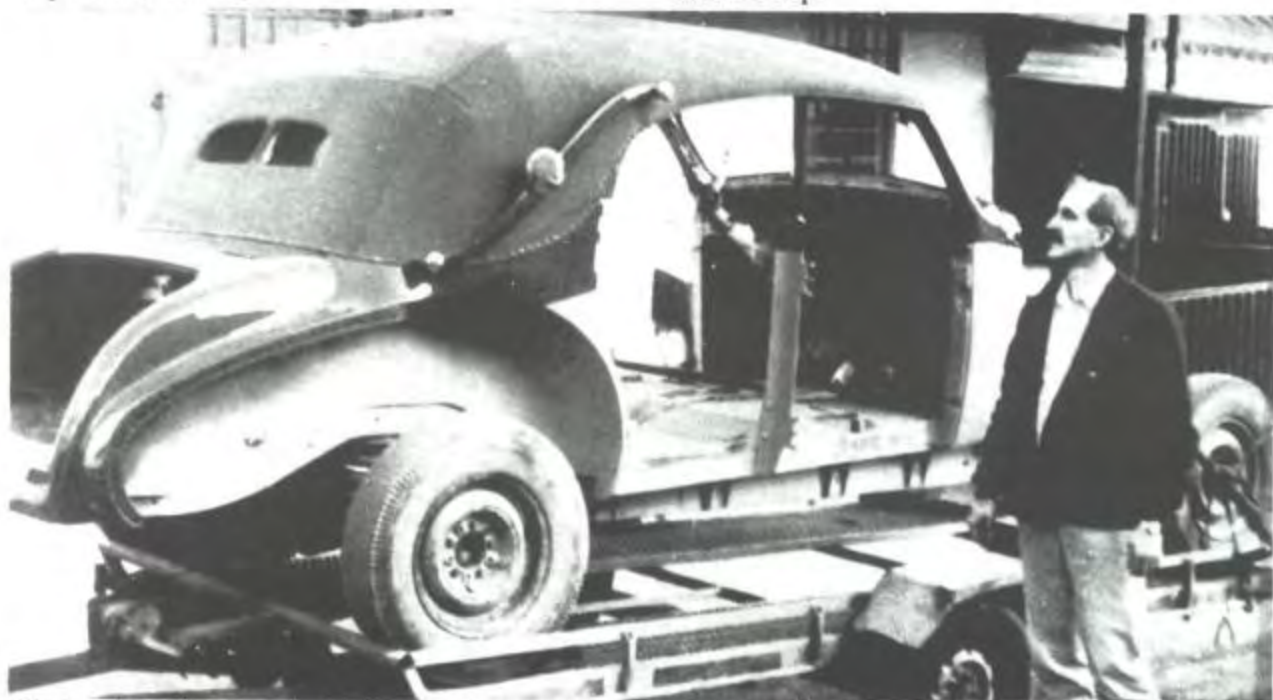
In 1965, an old car enthusiast found and purchased the car and thought he could use it as an advertising car for his freight company. He sold the car in 1970 without restoring it.

The man he sold it to had the engine restored and then stored the car under a tarpaulin. There it sat for years before a friend of mine spotted it. Under the tattered cover he saw a car that had suffered greatly because of water damage. Kids had broken the instrument panel glass and stolen the clock.

After much searching, we located the owner. Evidently a lot of people had talked to him over the years about buying the car, but he would not sell. I must have caught him at the right time because he sold it to me. I paid him quickly before he changed his mind. A few months later he told me he regretted selling it.

I stored the car in a barn for nine years before I started the restoration. During that time I restored and enjoyed a 1936 Roadmaster sedan. Then in 1986 I moved the car to our garage and began the restoration. It had a few rust spots that had to be fixed. One of the biggest problems was putting in a new trunk floor panel. It took some time and patience to get it right as this was a new experience for me.

The wood frame was in fairly good condition. The worse part was where the top was nailed to the body. Those areas now have new wood. The fit must be 100% correct, so it took some time to get it right. A general rule I followed was to do as much of the work myself as I could. That way I was able to use the money saved to pay for jobs I couldn't do such as the painting, re-chroming and the top.



The local saddler was true to his word in meeting the challenge using his expertise in working with fabric and metal construction and Mats looks pleased to see what magic this craftsman has created.

The top was done by a local saddler who began his business in 1939. He really enjoyed this challenge and as the top is quite big, (in comparison to a saddle) he really had to use all of his experience.

We found the car seats were not Buick, but instead handmade by Nordberg. The upholstery was cloth, not leather as is the normal production procedure on Buick Phaetons.

If you are careful and give the job enough time you can fix almost anything. But you must dare to try! My wife Kerstin dared to try to redo

the interior. She had never done anything like that before. She used over 100 yards of string just to tie the springs together!

When we removed the old upholstery, we found that the springs were attached to a wooden frame by nails and a specific pattern of strings. We learned that it was stringed in the "French" pattern. As all the strings in the back seat had to be changed, Kerstin spent one whole day making sketches on how the strings should be placed in relation to the springs. They form the contour of the seat, so you have to do it right.

"If you are careful and give the job enough time you can fix almost anything."



My wife Kristin, who had never done anything like this before, dared to attempt to redo the interior. This photo shows her tediously using over 100 yards of string just to tie the seat springs together.



We were lucky to find upholstery material that closely matched the original seats and doors. As the seats have buttons and piping, it was difficult to make them match. The door panels were made of masonite with 1800 hand drilled holes in each door to attach the upholstery material. The sewing was done by using two nails and going back and forth through the panel, making it look like machine sewn. The panels were originally nailed to the doors but I didn't like the idea that it would be very hard to take them off again, so I attached them with clips instead.



The dashboard took some doing to match the color but we succeeded in coming up with the reddish color that matched the genuine mahogany wood door molding.

"I really enjoy the 1937-1938 Buick Club and look forward to every issue of the Torque Tube."

The woodgraining was done by a friend. The first try was found to be a little too brownish, so we gave it another try. By using the top of the door moulding which is made of genuine mahogany as a guide, we made the grain more reddish. The dashboard was straight grained as original and it matches the mahogany door molding perfectly.

I made a new wiring harness building in wires for direction signals as well as fog lights. I used modern wires except where the wires are exposed. By taking the old harness apart to use as a guide, I matched the original colors and soldered the wires to the new wiring just inside the cloth harness cover. I installed relays for the head and fog lights and fused all the components that draw much current. I feel it is safer that way even though it is a step away from original.

Plus, the wheels had but one stripe, not the three on standard Buicks. I striped the rims myself using a wheel striper. The engine had been restored when I bought the car. However I felt it necessary to take it apart and check all the tolerances. That turned out to be a good idea. We found that the crankshaft was out of specs and the pistons and rods were over a half ounce out of balance. This has been corrected so that now we have a very smooth running engine.

One of my cousins was getting married in August which motivated me to finish the car in time to be used in the wedding. What a beautiful scene it was.....the newly weds in my newly

restored car! (Mats, sounds like another story here).

Every Wednesday in the summertime we have a car meet with about 60 to 70 old cars and motorcycles in the old harbor of our town. I took the Buick to the last meet this season and it really created a sensation. People were stacked around the car wondering what it was, what year etc. Some items such as the radio were not installed yet. The radio was installed in September and it works fine. The car has the running board antenna, but the top shop was clever enough to sew in a brass net in the top which works even better than the runningboard antenna. (neat idea!)

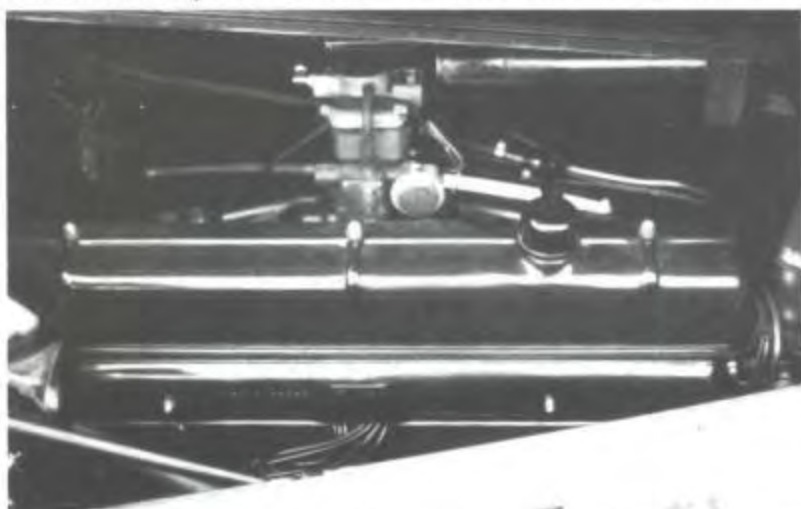
In October I entered an old car exhibition and took two firsts, one in the 1931 to 1950 class

and one for best restoration. That is fine appreciation for the 7000 hours of work we have done. But as most of you dedicated gentlemen know, without an interested and an understanding (and industrious)

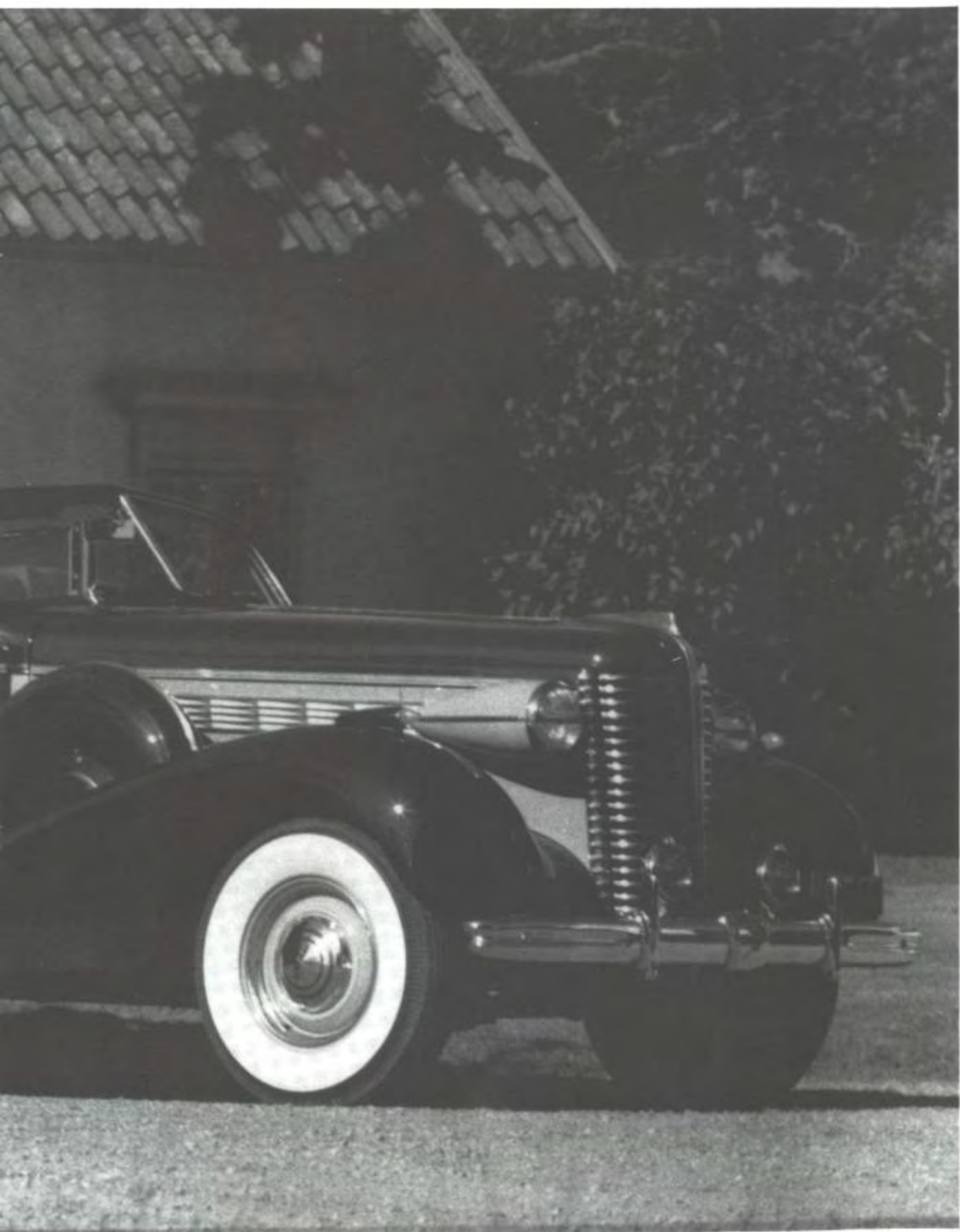
wife, I couldn't have done this! (We have all said this before, and your right, it's a real partnership).

I really enjoy the 1937-1938 Buick Club and look forward to every issue of the Torque Tube. I have read a lot of information which helped me during this restoration. Some of the tips are so special that you probably wouldn't find them unless you belonged to the club.

But the '37-'38's are THE BUICKS aren't they!









1937 BUICK INTERIOR COLOR INFORMATION

By Lauren Matley (#49)

(Ed: This tip is reprinted from Vol. 1; No. 3, April, 1982)



- ◆ **Dashboards (Special and Century)**
Woodgrained Walnut

- ◆ **Windshield Center Strip**
Closed cars-Woodgrained Walnut
Open Cars-Chrome plated
(The outside of the Windshield Center Strip
is painted Body Color)

- ◆ **Window Frames and
Back Side of Rear View Mirror
including the Support Arm**
Closed cars-Woodgrained Walnut
Open Cars-Chrome plated

- ◆ **Dash Board Ash Tray**
Tobacco Brown Metallic Dupont #43407-L
(The Original Buick color was called Marsh Brown)



- ◆ **Glove Box Door (Special or Century)**
It's best to find an original door like this.
Note the Woodgrained Walnut pattern.

- ◆ **Map Light & Radio Cover Plate**
Tobacco Brown Metallic with chrome ribs

- ◆ **Steering Column & Gear Shift Lever**
Tobacco Brown Metallic

- ◆ **Emergency Brake Handle**
Black

- ◆ **Cowl Vent Lever**
Black

- ◆ **Back of Glove Box Door**
Black

HOW I SOLVED MY VIBRATION PROBLEM

By David Bylsma (#117)

(Editor's Note: I'd like to thank **David Bylsma** (#117) of Severn, Maryland for the many technical articles he has sent in over the years. David, all the members benefit because you take the time to write up and share what you learn about Buicks).

After getting my 1938 Century on the road, I found I had a vibration between 40 and 60 mph. At 50 to 55 it would drive me crazy. But if I drove between 60 and 65, you could still feel it but it was a bit more tolerable. I thought it might be my tires being out of balance. I had them balanced two different times to no avail.

At the same time I had a noise in my transmission. It would sound fine shifting gears, driving at a constant speed or as long as you were giving it gas. But when you let off on the gas pedal, the transmission would whine as if something horrible was about to happen.

After talking with some old timers, I came to the conclusion the whine in my transmission was really in the rear end. With the torque tube connecting the rear and transmission together, the noise traveled up from the rear and sounded like it was in the transmission.

I pulled the rear end apart and found the ring and pinion gears had bad wear marks on them and were useless. Remembering an old **Torque Tube** article about swapping rear ends, I read it to see what my options were.

A 1937 or 1938 Century has a 3.9 gear ratio. So if I'm going to have to change my rear end ratio, I figured I might as well put in the best ratio I could find. What I found was that a 1955 Series 60-70-80 with the automatic (DynaFlow) transmission had a 3.4 gear ratio.

So I picked up a 1955 Roadmaster 3.4 rear end. The 1955 ring and pinion will not fit into the 1938 rear end housing, so I had to do some machine work. (Ed: Refer to the article by

David Bylsma beginning on page 21 of the

May/June 1993 issue of the **Torque Tube** for the complete details on how this can be done).

After installing the 3.4 rear into my car, I found the whine in my transmission was gone, my engine ran slower and quieter, my nerves ran quieter and the vibration was gone.

Buick Special owners, if your engine is running too fast at 55 mph, consider installing a 3.4 rear end. It makes a world of difference.

(Ed: Another approach would be to install an overdrive in the torque tube as **Tony Weiss** (#647) did in his Special. It made a big improvement in his cars performance. He had no trouble driving from Washington state to Sacramento and back for the 1991 Buick National Meet. Hopefully, with a little nudging from your editor, Tony will tell us how he went about installing that overdrive in his Buick).





Parts

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1937-1938 McLaughlin Buick Parts

- Sedan trunk lid with emblem and handle
- Interior window knobs • Cowl vent and screen

Call for details and prices

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Canada T0K 0Z0

(403) 655-2251

1937 Buick:

- 80/90 Series Sidemount Fenders, two pair, with some but not all cover pieces and hardware. Also 80/90 series Hood Halves. All parts in rough but restorable condition. They cannot be shipped; you must pick up.....\$200 takes all.

Bill Olson (#427)

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(614) 436-7579

1937 40 series, left and right hood side louvers.

Includes "Special" name plates. Very good.....\$ 60./pr

1937 NOS Vacuum starter switch.....\$ 50.

1937/1938 40 series spark plug cover. Excellent.....\$ 65.

1938 40 series, left and right engine splash pans, excellent
except one or two of the mounting ears need work.....\$ 75./pr

1938 left and right grilles:

•one pair very good.....\$250.

•one pair good for driver or replating.....\$150.

1938 gauges, used, but all very good. Have gas, amp, oil.....\$ 25. each

•Temperature complete with bulb.....\$ 55.

•Speedometer.....\$ 55.

•or buy complete cluster.....\$165.

1938 Hubcaps:

•Two used, no dents, but only so-so finish.....\$ 5. each

•Four NORS "look-alike" hubcaps. Never used. Shape is exactly like '38 Buick but letters are geometric shapes instead of the word Buick.

Most people can't tell the difference at a few feet.

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All parts are used and for 1937 40 Series unless noted otherwise.

Radio chrome speaker grille and restored screen.....	\$ 25.
NOS Delco Remy NOS Delco Remy 1118315 4 post voltage regulator.....	\$150.
Headlight bucket stainless trim strip.....	\$ 8.
Two new headlight terminal block to head lamp wire harness.....	\$ 10. pr
Tail light assembly complete w/lens (nice).....	\$ 20.
Tail light lens cover (good).....	\$ 8.
Slant back sedan center tail light housing w/stainless (nice).....	\$ 30.
Four reproduction cloisonné "Buick 8" grille badges.....	\$45. ea
Pair hood/grille trim and latch (fair).....	\$ 5. pr
Pair hood stainless trim moldings (nice).....	\$30. pr
Pair front door stainless trim molding for 4 door sedan.....	\$15. pr
Pair rear door stainless trim moldings for 4 door sedan.....	\$15. pr
Pair cowl stainless trim moldings for 4 door sedan.....	\$20. pr
Pair rear quarter stainless trim moldings for 4 door sedan.....	\$18. pr
One exterior door handle (nice).....	\$ 8.
Right front vent pane frame and retainer housing (good).....	\$ 10.
Perfect metal finished right rear fender ('37-40C & sedan).....	\$375.
Three used Trico wiper motors.....	\$10. ea
Rear license plate vertical bracket (nice).....	\$ 5.
One NOS gearshift lever repair kits (fits '34 to '38 Specials).....	\$20.
NOS torque ball to transmission cap.....	\$35.
NOS transmission case.....	\$30.
Used water pump (fair).....	\$ 8.
NOS set main bearing .060 undersize.....	\$ 55.
Set dome aluminum pistons .40 oversize. (use with '37 head and '49 insert rods)	\$140.
Four NOS 1393661 push rods.....	\$ 8. ea
NORS rocker arm shaft.....	\$ 60.
Used transmission torque ball housing and drive shaft bearing.....	\$ 10.
Used hood assembly (very nice - shipping extra).....	\$150.
Radiator (reconditioned, excellent).....	\$175.
'37 Valve Cover Restored with paint and decal.....	\$ 50.
Spark Plug Cover (Restored, ready to install).....	\$ 80.
Complete Rocker Arm Assembly.....	\$ 30.

• Shipping Extra

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Parts

FOR SALE

Parts from 1938 Buick Special Model 41 - 4 door Sedan

Complete front grill.....	\$150.
Front nose with molding & hood ornament.....	\$125.
Complete hood with center molding.....	\$200.
Lower hood right side with hood hold down & molding.....	\$100.
Lower hood left side with hood hold down & molding.....	\$100.
Front bumper.....	\$ 75.
Rear bumper.....	\$ 75.
Front & rear bumper brackets.....	\$ 10/ea
Side molding.....	\$ 25. ea
Trunk handle assembly.....	\$ 50.
Hood ornament.....	\$ 10.
Ashtray.....	\$ 10.
Horn center ring.....	\$ 10.
Inside door handles.....	\$ 5. ea
Inside window handles.....	\$ 5. ea
Window gears.....	\$ 20. ea
Antenna.....	\$ 10.
Windshield wiper motor.....	\$ 35.
Horns.....	\$ 20. ea
Rear coil springs.....	\$ 20. ea
Bright light switch.....	\$ 20.
Dome light lens.....	\$ 5.
Clock.....	\$ 15.
Four 15" Beauty rings.....	\$ 10. ea
Air Cleaner for 1939 Model 40.....	\$ 30.

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Large parts add 10% for handling

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Parts FOR SALE



Parts from a 1937 Roadmaster

Hood, good condition.....	\$300.
Left front fender, poor condition.....	\$ 75.
Right front fender, good condition.....	\$175.
Pair of rear doors, very rusty bottoms, good otherwise.....	\$ 50. ea

Parts from a 1937 Century Model 61

Front seat, almost complete.....	\$ 50.
Part of rear seat, frame & springs.....	\$ 20.
Steering wheel core.....	\$ 35.
Heavy duty air cleaner.....	\$ 50.
Trunk Lid.....	\$100.
Radio without head.....	\$ 50.
Headlight buckets.....	\$ 30. ea

- I also have a large selection of 15" steel Buick wheels.

Some may be from the 40's and 50's.....\$ 10. ea

All prices plus shipping

Randy Underwood (#871)
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- Super ray lights
- Lighted vanity mirror
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- Back up light
- Exhaust tip
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- Accessory plug-in items
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Spark Plug Covers.....	\$ 35.
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Horn Ring.....	\$ 50.
Sun Visors.....	\$ 10.
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Head Light Buckets.....	\$ 30. pr
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Right Sidemount face plate, complete.....	\$ 75.
Trunk lid.....	\$ 50.
Flat back Trunk Lid.....	\$ 75.
Right Rear Fender, dents but no rust.....	\$ 50.
Trunk Lights.....	\$ 40.
Splash Pans.....	\$ 30. pr
Fender lights.....	\$ 65. pr
Tail Lights, all series.....	\$ 75. pr
Transmissions.....	\$ 75.
Rear Ends.....	\$ 75.

1937 Roadmaster and Limited Parts

Transmission Mount.....	\$ 25.
Limited Left Side Mount Cover.....	\$150.
Roadmaster Sidemount Covers, complete.....	\$400. pr
80-90 Sidemount Fenders, rust free, complete.....	\$400. pr
Limited Rims.....	\$ 35. ea
80-90 Left Rear Fender.....	\$ 75.
Steering Sector.....	\$ 35.
Sun Visors.....	\$ 10.
Sill Plates, set of 4.....	\$ 25.
Front Vent Windows.....	\$ 25. ea
Rear Vent Windows.....	\$ 25. ea
Jump Seats, complete.....	\$ 75. pr

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- 1937 Grille, 2 slight cracks on right outer edge, otherwise very good.....\$210.
- 1937 60 Series complete rear end with torque tube and brake drums.....\$180.
- 1937 Rebuilt master cylinder.....\$ 30.
- 1937-'38 40 series 419S Carter carburetor, rebuilt.....\$ 90.
- 1937 Fuel Pump, 40 Series AC rebuilt.....\$ 25.
- 1937 Gas Pedal with hinge, good used.....\$ 10.
- 1938 Grille, very good.....\$150.

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Parts to be shipped to his agent in California.

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- Spark plug cover
- Right trunk back sedan hinge
- Two window cranks
- Two headlight bucket stainless trim strips
- Right side grill
- Steering wheel center ornament
- Rear view mirror
- Map light

Parts to be shipped to Florida.

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It now belongs to his daughter.

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Comes with many extra parts.

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Buick SPECIAL, Model 44

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\$1,500.

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Cars **FOR SALE**

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Slantback Sedan

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CENTURY Four Door Sedan

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RD #2

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1937 or 1938

CENTURY

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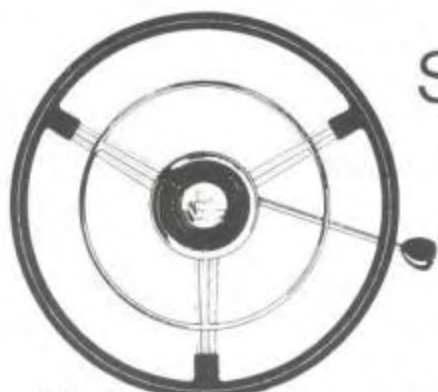
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1927
TO
1953

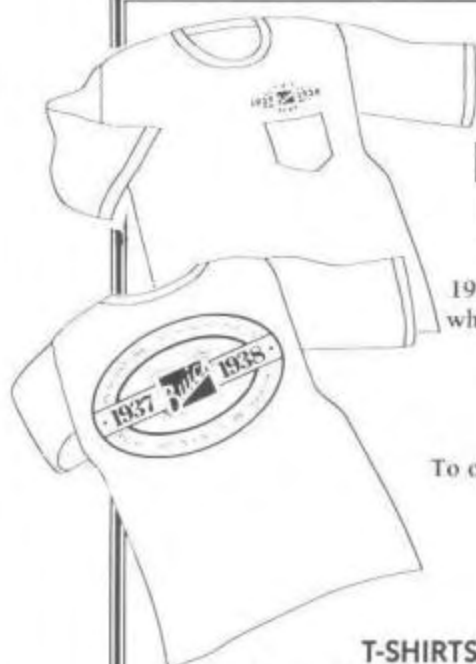
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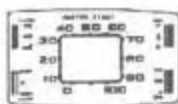
RADIO.....RG-37.....\$23.

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PLASTIC DASH KNOBS DK-37(38).....\$ 6.

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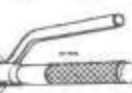
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- Model 47
- Model 48 (1937 only)
- Model 61
- Model 66
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